





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.  
 "POWAN," .....2,338 "....." W. A. Valentine.  
 "FATSHAN," .....2,260 "....." R. D. Thomas.  
 "HANKOW," .....3,073 "....." C. V. Lloyd.  
 "KINSHAN," .....1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Saloon, are the largest and fastest on the River. Special attention is drawn to their Superior Sailing and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,995 tons.....Captain G. F. Morrison, R.N.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.  
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.  
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....2,19 tons.....Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. &amp; C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....583 tons.....Captain J. Wilcox.  
 "NANNING," .....569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Maoming, Kweichow, Kaitung, Samshui, Howk, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Luk-Hing, Dashing and Fong-Chien. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

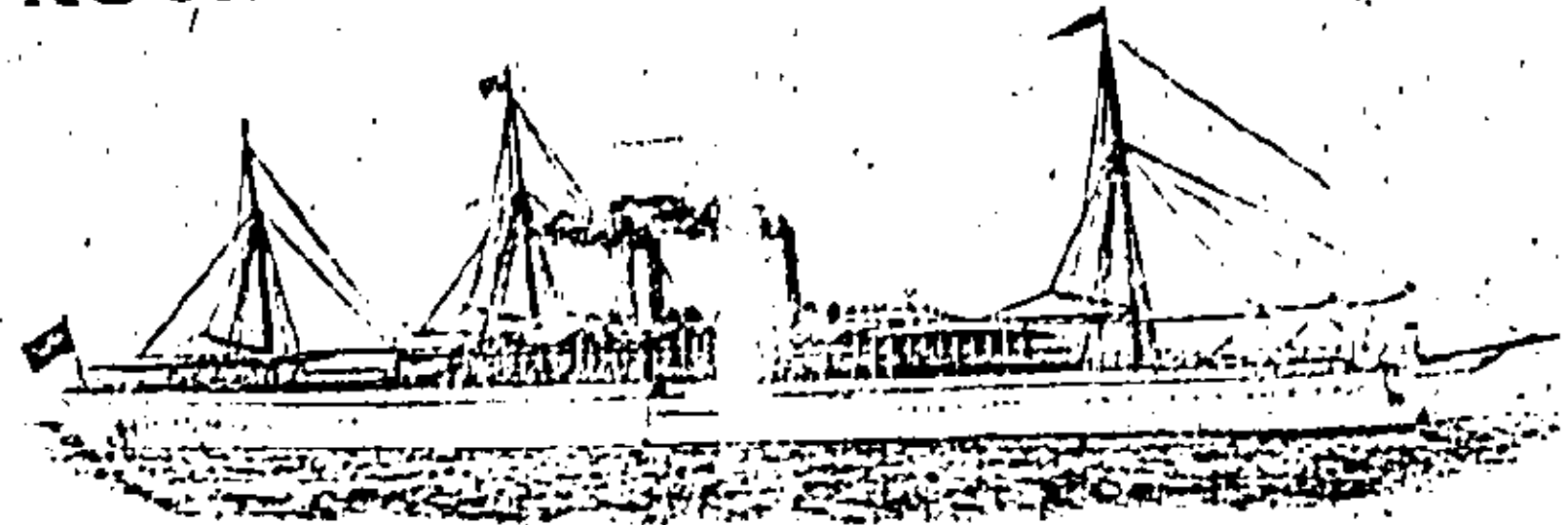
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, August 31	September 17
"ATHENIAN"	3,882	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KURE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.  
 Hongkong to London, Intermediate.....£40.  
 Steamers, and 1st Class on Railways.....£40.  
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 Corner Pedder Street and Praya.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.  
 1st Class—Single, \$1; with Cabin, \$2.  
 1st Class—Return, \$2; with Cabin, \$3.  
 3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.  
 All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.  
 Hongkong, 11th August, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," .....1,309 tons.....T. R. MEAD.  
 "KWONG TUNG," .....1,338 "....." I. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4  
 Meals.....\$1 each.

ALSO  
 Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:  
 1st Class single \$1 with cabin berth.....\$2.00  
 "return \$2 " " ".....3.00  
 Servants' passages must be paid for.  
 Breakfast, Tiffin and Dinner \$1.00 each.  
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and  
 YUEN ON S.S. CO., LD.,  
 No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

## ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

## STEAMERS.

PRINZ EITEL FRIEDRICH.....WEDNESDAY, 29th August.  
 SACHSEN.....WEDNESDAY, 12th September.  
 PRINZ HEINRICH.....WEDNESDAY, 26th September.  
 GNEISENAU.....WEDNESDAY, 10th October.  
 PRINZ LUDWIG.....WEDNESDAY, 24th October.  
 PRINZESS ALICE.....WEDNESDAY, 7th November.  
 PREUSSEN.....WEDNESDAY, 21st November.  
 ROON.....WEDNESDAY, 5th December.  
 PRINZ REGENT LUITPOLD.....WEDNESDAY, 19th December.  
 PRINZ EITEL FRIEDRICH.....WEDNESDAY, 26th January, 1907.  
 ZIETEN.....WEDNESDAY, 16th January.  
 PRINZ HEINRICH.....WEDNESDAY, 30th January.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Matchow, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th August. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	68. 0. 0.	46. 0. 0.	27. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August, 6 P.M.
PRINZ WALDEMAR	3,727	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at 6 P.M., the Steamship WILLEHAD, Capt. Obenauer, with Mailes, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$120.00	\$80.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
 YOKOHAMA & KOBE.....PRINZ WALDEMAR.....WEDNESDAY, 29th August.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ HEINRICH.....WEDNESDAY, 29th August.  
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....GNEISENAU.....WEDNESDAY, 12th September.  
 \* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£67. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 17th August, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681.

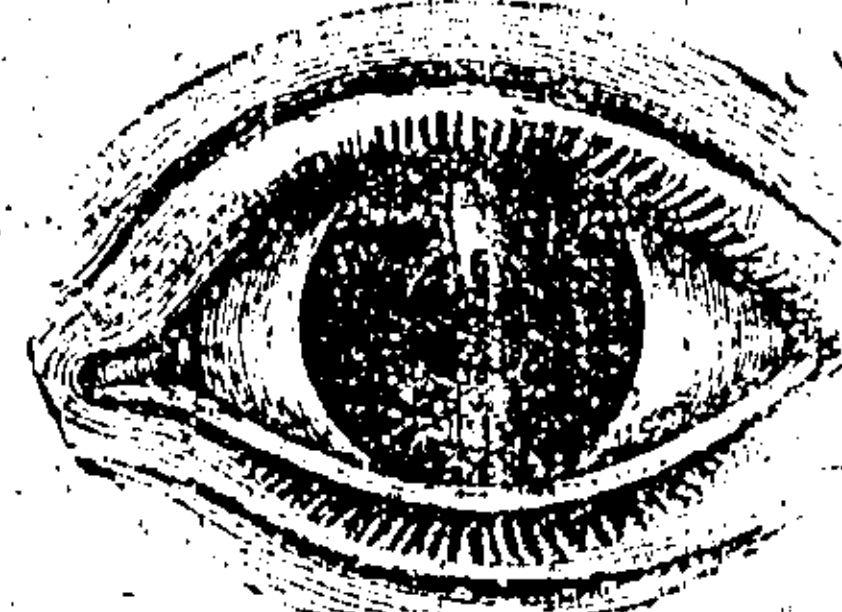
Telegrams, "Dock, Yokohama," Codes A.B.C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI.

21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

Hongkong, 27th November, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from Hongkong to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905.

[14]

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVACHINA-JAPAN LIJN.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 15th August, 1906.

[15]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—  
 SIEMSEN & CO.

Hongkong, 12th January, 1906.

[63]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 &amp; 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1905.

[65]

## FOR SALE.

WELSBACH'S IN-

DOOR AND OUT-

DOOR 4-LIGHT

GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.



## Intimations.

## SPECIAL.

## Powell's

ALEXANDRA

BUILDINGS

Are now showing a  
Splendid Variety  
of

FASHIONABLE  
GOODS

at moderate prices.

## SUNSHADES

from \$2.75 each.

Smart and Durable.

HOLLAND

and

DRILL

## SKIRTS

Well Cut,

Newest Shapes,

from \$5 each.

## MUSLIN

## BLOUSES

Smart, Dainty.

All Prices.

## KID BELTS

White, Black, Roseda,  
Navy, Myrtle, Magenta,  
Sky, etc.

Latest Shapes.

from \$1.50 each.

## LINEN BELTS

-will wash splendidly-  
can be laundered like  
a linen collar.

Adjustable Clasps—

SPECIAL PRICE

\$1 each.

## POWELL'S

Alexandra Buildings.

Hongkong, 11th August, 1906

## Intimations.

K. A. J. CHOTTMALL & CO.,  
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and  
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA  
SERONGS.

MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906 [530]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the ORDIN-  
ARY HALF-YEARLY MEETING OF  
THE SHAREHOLDERS of this Corporation  
will be held at the City Hall, Hongkong,  
TO-MORROW, the 18th day of August, at  
Noon, for the purpose of receiving the Report  
of the Court of Directors together with a  
Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 17th August, 1906. [784]

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the RE-  
GISTERS OF SHARES of the Corporation  
will be CLOSED from SATURDAY  
the fourth to the eighteenth day of August next  
(both days inclusive), during which period no  
Transfer of Shares can be registered.

By Order of the Court of Directors,

H. HUNTER,

Acting Chief Manager.

Hongkong, 30th July, 1906. [785]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS will  
be held in the Offices of the Company, Queen's  
Buildings, Connaught Road, on MONDAY,  
24th August, at 12 o'clock Noon, for the pur-  
pose of receiving the Report of the Directors  
and the Statement of Accounts to the 30th June,  
1906.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 6th to the 20th  
August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 26th July, 1906. [777]

THE HONGKONG, CANTON AND  
MACAO STEAMBOAT COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per  
Share, declared at the Ordinary Half-  
Yearly Meeting of Shareholders, held this day,  
will be Payable at the Hongkong and Shanghai  
Banking Corporation, on and after WEDNES-  
DAY, the 15th August, 1906.

Shareholders are requested to apply to the  
Office of the Company for WARRANTS.

By Order of the Board of Directors,

W. E. CLARKE,

Acting Secretary.

Hongkong, 14th August, 1906. [811]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7  
of the Articles of Association the General  
Managers have this day declared an INTERIM  
DIVIDEND for the half year ending 30th June,  
1906, of SEVENTY-FIVE CENTS per Share,  
payable to all Shareholders whose names were  
on the register on that date.

DIVIDEND WARRANTS may be obtained  
on application at the Office of the Company on  
and after FRIDAY, the 3rd August.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, 31st July, 1906. [792]

COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LIMITED, have now 40,000 Cubic feet of  
COLD STORAGE available at EAST POINT.  
Stores will be Open at 10 A.M. and 4 P.M.  
daily, Sunday excepted, to receive and deliver  
perishable goods.

Wm. FARLANE,

Manager.

Hongkong, 22nd June, 1906. [71]

## Entertainment.

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE  
CONCERT

will be held on behalf of the Missions to Seamen  
on the

VOLUNTEER PARADE GROUND,  
TO-MORROW,

(SATURDAY, August 18th, at 9.15 P.M.)

Tickets (7/3 and 3/1)

may be obtained from Volunteer Headquarters  
and from Messrs. Kelly & Walsh.

Hongkong, 17th August, 1906. [832]

## To Let.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.

Immediate Possession.

OFFICES in KING'S BUILDING and  
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-  
naught Road.

A HOUSE in RIFON TERRACE.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.

Hongkong, 15th August, 1906. [73]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.

Hongkong, 1st August, 1906. [79]

TO LET.

A HOUSE in KNOTSFORD TERRACE,  
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

TO LET.

GODOWN, No. 9, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.

Hongkong, 30th July, 1906. [781]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.

Hongkong, 5th July, 1906. [793]

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,  
a 6-Room Bungalow, Tennis Court  
and Garden.

Apply by letter only to—

HO TUNG,  
"Idlewild,"  
Seymour Road.

Hongkong, 31st July, 1906. [786]

TO LET.

NO. 1, ANTRIM VILLAS, Des Voeux Road,  
KOWLOON.

(On the sea front).

A Five-roomed House with a Large Square Hall.

Apply to—

HUGHES & HOUGH,  
8, Des Voeux Road Central.

Hongkong, 28th July, 1906. [777]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and  
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"  
BUILDINGS, No. 147, Wanchai Road. Each  
suite contains Bathroom and Kitchen. Very  
low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-  
INGS.

Apply to—

PERCY SMITH & SETH,  
Accountants and Auditors, &c.,  
5, Queen's Road Central.

Hongkong, 24th July, 1906. [769]

TO LET.

TWO GODOWNS at East Point, close to  
the Water, suitable for the storage of  
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-  
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,  
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATOON V. APCAR & Co.,  
45, Wyndham Street.

Hongkong, 8th August, 1906. [817]

## CHILD BARMIDS.

TWENTY-FIVE PER CENT. ARE UNDER  
TWENTY YEARS OF AGE.

More than one-fifth of the females employed  
in bars in England and Wales are under 20  
years of age.

This startling fact has been brought to light  
by the Joint Committee on the Employment of  
Barmids, which has tabulated the result of its  
investigations thus:

Between 10 and 14	Employed.
Between 14 and 15	25
Between 15 and 16	134
Between 16 and 17	6,069
Between 17 and 18	1,023
Between 18 and 19	7,821
Between 19 and 20	1,183
Between 20 and 21	322
Between 21 and 22	107
Between 22 and 23	20
Over 23	3
Total	27,797

In London alone the child barmids number  
1,442, 15 of them not having attained the age  
of 15. Publicans are said to prefer, as a rule,  
young girls, and in support of this it is men-  
tioned that in 350 advertisements stipulating  
age, 220, or nearly two-thirds of the whole,  
asked for barmids of 20 or under.

In explanation of this preference the joint  
committee says: "The attractions of girlish  
inexperience, a pretty face, and a pretty figure  
probably tend more than any other kind of  
attraction could do to make a bar seductive,  
and fully repay a publican for the trouble  
needed to secure them."—Morning Leader.

## SCARCITY OF DIAMONDS.

EXTRAORDINARY INCREASE IN VALUE OF  
GEMS.

It is no exaggeration to say that in twenty-  
five years there will be as much locked-up  
capital in a diamond necklace as there is in the  
average industrial concern to-day, and these  
will be at such a fabulous price as to be beyond  
the reach of any but the richest of the rich.

During the past two years the price of  
diamonds has jumped up 25 per cent.; during  
the past six months the price has risen 30 per  
cent., and in another two years diamonds will  
be another 25 per cent. dearer.

But it is exceedingly difficult to buy  
diamonds at all. First of all, an introduction  
has to be got to the syndicate that controls the  
South African diamond market, and when this  
difficult matter is arranged the buyer  
awaits his turn—generally he has to wait  
about six months.

On the appointed day he goes to the offices  
of the syndicate and is shown a parcel of  
diamonds. There is no bargaining; the buyer  
can either take the diamonds or leave them.

Men have been offered £1,000 for their  
"turn" and have refused it. The reason for  
the rise in the price of diamonds is that the  
mines are becoming less productive, although  
producing finer stones—whiter and more  
brilliant.

Emeralds have gone up 50 per cent., and  
there has also been a big increase in the price  
of pearls and rubies.—Daily Mail, July 7th.

## A REMARKABLE JOURNEY.

ACROSS CHINA.

A PLUCKY YOUNG TRAVELLER IN COLOMBO.

Says the *Ceylon Observer*—Mr. R. F. John-  
ston, who arrived by the Bibby steamer  
*Staffordshire* yesterday (26th ult.) from Ran-  
goon, is the late Secretary to the Government  
at Weihaiwei. He is, we learn from the  
*Colonial Office List*, an M.A. of Magdalene  
College, Oxford, where he graduated in 1901;  
and prior to that he had a distinguished schol-  
astic career at Edinburgh University. Mr.  
Johnston was for a time H. E. Sir Henry  
Blake's Private Secretary at Hongkong and  
has also acted as Assistant Colonial Secretary  
and Clerk of Councils in that Colony. He  
very recently completed a remarkable journey  
across China, and when seen by a representa-  
tive of this paper at Queen's House, to-day, he  
appeared none the worse for his

PROLONGED SOJOURN IN THE WILDS.

Mr. Johnston is a young man—not much  
over 25; we should think—and speaks mod-  
estly of his achievements which in the later  
stages of any trip was over the same difficult  
country as that followed by Margary, Gill,  
McCarthy, Secheny, Walcott, Errol Gray,  
Prince Henry of Orleans and other celebrated  
travellers.

Mr. Johnston left Weihaiwei on the 16th  
January. He went first to Peking and travelled  
down from Peking to Hankow by the new Chi-  
nese Railway (Lu Han Railway)—a trunk line  
connecting Hankow and Peking which was  
opened as lately as November, 1905. From  
Hankow he proceeded up the Yangtze to  
the Province of Szechuan and down to  
Tachienlu in Western Szechuan. From here he  
proceeded

DOWN THE VALLEY OF THE YALUNG

RIVER,

a large tributary of the Yangtze, and crossed  
the province of Yunnan and reached Tachienlu.  
From here he entered Burma, arriving at  
Bhamo on June 15th. Mr. Johnston found  
everything quiet throughout. He travelled  
alone with ordinary caravan people—Chinese  
at first and later on Tibetans settled in Chinese  
Tibet which he picked up at various stages in  
his journey. The country through which he  
passed, especially that between Tachienlu and  
Tachienlu, was

EXCEEDINGLY WILD AND MOSTLY INHABITED.

BY TIBETANS.

Very few Europeans have ever been there  
before, and naturally Mr. Johnston was regard-  
ed with some curiosity. The country, although  
Chinese territory, is Tibetan in every respect  
—people, language, and customs. Mr. John-  
ston does not think the country has any great  
future before it. It is too remote and inacces-  
sible. Some of the passes he had to cross were  
17,000 ft. high.

SEVERAL THOUSAND FEET OVER THE

ETERNAL SNOW LINE

In these places it was exceedingly cold Mr.  
Johnston, however, assured our reporter he felt  
none the worse for his journey. He had  
enjoyed it immensely and would readily repeat  
the trip again. Since June 15th Mr. Johnston  
has been travelling in Burma and the North  
Shan State and for a few days was the guest  
of the Lieut. Governor, Sir Herbert Thirkell  
White, at Mandalay. He had hoped to go  
back to Burma before returning to the Far  
East; but on news he has received here he has  
to return direct to Weihaiwei from Colombo.

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions  
to sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,

the 18th August, 1906, at 11 A.M., at  
their Sales Rooms, No. 8, Des Voeux Road,  
corner of Ice House Street,

SUNDY  
HOUSEHOLD FURNITURE,

ALSO  
A quantity of CROCKERY WARE.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 17th August, 1906. [836]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from the CAPTAIN SUPERINTENDENT OF  
POLICE, to sell by  
PUBLIC AUCTION,  
TO-MORROW,

the 18th August, 1906, at 11 A.M., at the  
Tsim-shi-tsin Police Station, Kowloon,  
An 8-Horse Power MARINE MOTOR  
ENGINE.

TERMS:—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 17th August, 1906. [837]

## Intimations.

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for instruction in  
COMMERCIAL ENGINEERING,  
and SCIENCE SUBJECTS will be held at  
QUEEN'S COLLEGE, commencing WED-  
NESDAY, October 3rd.

Particulars and Prospectus may be obtained  
on application to the Undersigned or at the  
Registrar General's Office.

W. H. WILLIAMS,  
Organizing Secretary.

Hongkong, 16th August, 1906. [841]

## RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCHANT  
ADMINISTRATION OF THE  
YUET-HAN RAILWAY COMPANY,  
LIMITED.

In the Kwang Tung section, Chinese-Civil  
Engineers or Engineering Students having  
experience in Railroad preliminary, location  
and construction. Must be capable of handling  
any



## Intimations.

**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## RAINIER BEER

SPARKLING  
INVIGORATING  
HEALTH-GIVING.

During the Hot  
Damp Weather when  
Heavy Drinks are out  
of the questions, one's  
thoughts naturally  
turn to "RAINIER."

Per Case of 4 doz. quarts...\$16.50

Per Doz. quarts ... 4.20

Per Case of 6 doz. pints ... 16.50

Per Doz. pints ... 2.75

**A. S. WATSON & CO., LIMITED.**

ALEXANDRA BUILDINGS.  
Hongkong, 11th August, 1906.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 17, 1906.

## THE MANCHURIA-HONGKONG STEAMSHIP SERVICE.

Whatever doubt there may be as to the sincerity of the Japanese promise that Manchuria will be open to the trade of foreign nations on the 1st September next, there can be no the slightest doubt that Japan is determined to make the best possible use, for the benefit of her nationals, of her hard-earned victories in the north. Since the termination of the war, Japan has been exerting her forces to the utmost with the object of restoring those conditions which prevailed in the fertile province of Manchuria prior to the war, and of conferring on the population the forms of government which have been found suitable in the agricultural districts of Nippon. The work has proceeded quietly but none the less expeditiously; the railway lines are in working order, although we are told that they cannot yet be opened to the passage of merchandise, owing to the immediate requirements of the troops still in the country. Those who distrust Japanese methods have roundly declared that compatriots who are traders are finding no difficulty in utilising the railways for the despatch of Japanese goods into the interior, but as the responsible Ministers of the Government have repudiated those statements either as wanton fabrications or gross exaggerations, and as the time remaining for Japanese merchants to establish themselves unopposed by foreign competition can be measured by days, it is needless to labour the points submitted by

Japan's detractors. The important point is that Japan is resolved to follow up her conquest on the battlefield by the more peaceful conquest of the commercial world of the Far East. And one of the centres from which will radiate numberless units of Japanese energy will be the rich hinterland of Manchuria. From the telegram which we published from our own correspondent at Shanghai yesterday, it may be deduced that Japan regards the entire coast of China from Dalny to Hongkong as under her wing. A Japanese company, with a capital of ten million yen has been formed to inaugurate a fleet of steamships which will run in connection with the Manchuria railway. It is well known that the province abounds in mineral deposits and several coal mines have been worked and are now in working condition now. It is proposed to tap the rich coal fields, bring the product to Dalny, or Tairen as it is now termed by the Japanese, and export it in the vessels of the company now incorporated to Hongkong and Shanghai. The telegram in which this information (which should prove of the utmost importance to the shipping community of Hongkong), is conveyed explicitly states that this port is to be the terminus at this end. That will naturally import a new factor into the competition which will spring up when Manchuria becomes an emporium for western goods and will decidedly affect the position of those who have looked forward to the northern market as an outlet for those efforts which were emasculated by the war following the Russian occupation. The Japanese vessels after discharging their cargoes of coal at Hongkong and Shanghai will seek to obtain return cargoes of merchandise to Dalny. In other words, while they will have an established base at Dalny, with a monopoly of the coal trade, they will open agencies here and at Shanghai to procure freight for the north. In this way the ordinary shipping agent will be placed at a great disadvantage in competing for a share of the northern trade. Vessels belonging to local firms may manage to secure cargoes for Manchuria, but it is extremely doubtful whether they will succeed in face of Japanese opposition in obtaining sufficient freight to cover the expenses of the return journey. The Japanese steamship service being in alliance with the coal exporters and the railway operators is bound to hold a controlling interest in the shipping trade, and should it come to a tariff war it is difficult to see how the Japanese can fail to win. All the advantages seem to rest on the side of Japan, but of course there are adventitious circumstances which may materially alter the present outlook. The Japanese business and shipping firms have strongly entrenched themselves in readiness for the forthcoming rush of commercial exploiters, and it will be for the commercial mercies of other nations to discover how these positions may be enlarged. Meanwhile, the only satisfaction which we may feel at the moment lies in the fact that Hongkong is one of the ports whose trade will be augmented by the presence of the Japanese Manchuria steamship service.

## HONGKONG GUN-DEALERS AND CANNON PIRATES.

Ingenuity has its limitations, as a Hongkong gunshop keeper learned to his cost yesterday. From all that transpired it is evident that the defendant drove a thriving trade in the surreptitious sale of rifles and the manufacture of dummies. The Inspector was in the habit of making his regular calls on the defendant to inspect his safe returns and to examine the stock with the object of discovering whether the sales corresponded with the arms remaining on view. It is perfectly obvious that such inquisitorial methods go against the grain of the "really honest" trader who desires to make a trifle on the side, and the shopkeeper in Queen's Road Central determined to make his fortune and allay the suspicions of the inspecting officer at one and the same time. Accordingly, when his patrons called and whispered that they wished to purchase a number of absolutely reliable rifles to defend themselves against the pirates who scour the Canton delta, and when they also said that they did not wish to be incommoded by the insinuating attentions of the police, the shopkeeper replied that he had met men after his own heart. He was only too willing to oblige for a consideration, but as he was liable to be caught and punished under some absurd law framed by the suspicious authorities, that consideration would require to be highly satisfactory. Whether the defendant required testimonials as to the bona-fides of his customers and demanded a share in the loot should they unfortunately fall into a piratical ambush and sweep their opponents off the face of the waters by means of those new and up-to-date rifles does not appear, but it was made clear that he sympathised with the object of the buyers, for not only did he sell them the rifles *sub rosa*, but he actually manufactured imitation weapons, water-tube piping doing duty as barrels and rusty nails as triggers. The police found fifty-six of these dummies artificially displayed in the defendant's shop, and the licence-holder urged that he had

home-made articles from countrymen in exchange for new weapons, all in the way of business, an unbelieving Magistrate sentenced him to pay a fine of \$50, the maximum penalty, and \$10 for each of the dummies, or \$810 in all. The money was cheerfully paid, so we know that the gunmaker's and gunseller's business is a highly lucrative one. It has been a common belief in Hongkong for many months past that those who had the money to spare found little difficulty in procuring arms and ammunition without going through the ordinary forms required by the Arms Ordinance. The difficulty has been to lay the guilty parties by the heels. After all, the utmost vigilance of the police cannot block every loophole and the rogue who sets out to obtain arms is no common malefactor. He will go to any shifts to effect his purpose, and that he frequently succeeds there cannot be the slightest doubt. The action of the licenceholder in contravening the terms of his licence cannot be too highly reprobated, yet one can realise his temptations. He is offered preposterous prices for his weapons; he is cajoled as only the thorough scamp knows how to cajole; he is told that the police will be hoodwinked and nobody will be the wiser if he sells a number of rifles to unknown persons; and at length he is won over, partly by promises and possibly by threats. Of course he should call in the police, but before he knows his position he is too deeply implicated, too much hand in glove with a parcel of scoundrels, to wriggle out of their clutches. He may not be a pirate himself, but without him the pirates could not exist, or at any rate they would be greatly handicapped. Mr. Hazeland, who heard the case, justly remarked that "he did not think the defendant a fit and proper person to hold an arms licence," and he imposed the maximum penalty. "He regarded the case as a very serious one, especially having regard to recent events in respect of piracy which had occurred close to this vicinity," and in view of which it was absolutely necessary that the provisions of the Ordinance should be enforced in the present instance." The belief that pirates were being supplied with arms from Hongkong has, therefore, for all practical purposes, been justified. It is extremely probable that the bullet which killed Dr. Macdonald on the *Saiman* and the bullets which wounded the captain and officer of that boat came from weapons which had been disposed of by unscrupulous or faint-hearted dealers in Hongkong. Mr. Hazeland has done what he could to give a salutary lesson to those who traffic with scoundrels, but it is unlikely that it will have much effect. The Ordinance is, in this respect, far too narrow; the maximum fine and punishment are inadequate; and the Attorney-General might be induced to consider the advisability of increasing the powers of the Court so that a criminal found in league with pirates or even suspected of being a friend of pirates might be dealt with in a fashion that would strike terror into the hearts of the evil doer. A fine, which can always be paid out of the profits of the business, even if supplemented by a term of imprisonment, is far too light for the crime; something with the spice of the "cat" in it, we suggest, should be inserted into the Ordinance.

## A HONGKONG TRAIT.

Hongkong has been invaded during the past month by gangs of Indian coolies who have been variously stated to be bound for America, Panama and Honolulu. The Indians have generally sojourned in the Colony for several days after arriving from India and Ceylon, and, naturally, the petty shopkeepers have managed to make hay while the sun shines. Even the few pieces in the possession of the average Indian coolie is not to be despised in these days when competition exists on every side, and it is safe to say that these coolies left Hongkong considerably poorer—which is a very comparative term in this case—than they were on arrival. The majority of people, however, have had little interest in the worldly possessions of the Indians, which little to be wondered at considering that most of them seemed to have nothing more than the merest wisp of a loin-rag to call their own. But there has certainly been a certain amount of vague speculation as to the destination of the emigrants. Even the lower-class Chinese coolies were not wanting in curiosity. When the rush to the Californian gold fields occurred in '49, the Chinese, or at least all of them who could raise the passage-money, were off hot-foot to Kum Shan (the Mountain of Gold); and there was another exodus when gold was discovered in Australia, the Chinese being eager to try their fortunes in Sun Kum Shan (the New Mountain of Gold). Perhaps some of the naive inquirers who hung around the Indians the other day believed that by carefully counting their cash they might emulate their fathers and secure riches from another gold mountain. It is to be feared that their hopes have been disappointed on this occasion. We learn that the Indian coolies have been indentured to work in the saw mills of Vancouver, Port Moody, Barst, and New Westminster. The contractor, Dr. D. R. Daychand, has made an agreement with a number of sawmills to furnish them with 2,000 Sikh and Hindu labourers. It is reported in the latest

issue of the *Vancouver World* that already 300 Indians have been placed, and more are expected by every mail. Most of the men, it is stated, are reservists of the British Army in India, but it is really the case the coolies who have made Hongkong their half-way house hardly impressed one as being any great loss to the Army. It remains to be seen how they will weather the winter of Canada. In this connection, it is of interest to notice that the Indian coolies are taking the place of Chinese and Japanese labourers in the lumber mills. When we remember that the tin mines of the Federated Malay States—which demand hard manual labour and continuous efforts on the part of those employed to wrest the metal from the soil—are worked by coolies specially imported from South China it is difficult to credit the statement that the Chinese are being ousted in favour of the Indians. Possibly, the explanation is that the Indian coolies are expected to be more docile and tractable than their predecessors, for the Chinese coolie is notably a self-assertive individual who will by no manner of means suffer any imposition. Possibly, also, Indian coolies are willing to accept less wages than a gang of Swatow labourers. The idea of substituting Indians for Chinese and Japanese does not strike a resident in China as being a very happy one, but it is an experiment, and that is all that can be said about it. In any case, Hongkong derives some benefit from the short visits of these indentured coolies. It is one of the peculiarities of Hongkong that it invariably manages to secure some of the spoil if spoil is around. When the gold fever was at its height Hongkong welcomed the Chinese emigrants to America, and Australia, and helped to relieve them of some of their superfluous cash during their temporary residence in the Colony. When coolies were required for South Africa, Hongkong stepped in and demanded her share of the disbursements. Now we have the Indian—Lo, the poor Indian—who is contributing to the exchequer of the lodging-house keepers and all the tribe of hawkers. So that we may confidently rest assured, despite all gloomy prognostications, that there is still hope for Hongkong.

## LOCAL AND GENERAL.

We have been asked to state that the members of the Hongkong Volunteer Troop are holding a gymnkhana at 4 p.m. to-morrow afternoon, at the football ground, Happy Valley, and that they will be "at home" to their friends.

The friends of Mr. Irvin Whiteley Kew will be pleased to learn that he has successfully passed all his second year examinations at the Harvard University, U.S.A. Mr. Kew like Mr. Kwan, who was successful at Cornell University, was also educated at the Diocesan School. After his graduation Mr. Kew will join his brothers, Drs. Kew Bros., dental surgeons.

"ANYTHING NOT MENTIONED on the menu will be charged for." The waiter of a restaurant, who was arrested and charged recently with employing a pot of boiling tea down the back of a coolie, because the latter would not pay an extra five cash for consuming more pepper and mustard than was allowed, was ordered at the Police Court the other day to pay a fine of \$10. No order was made that the price of the tea wasted on the coolie's back should be refunded to the proprietor of the restaurant.

"But she is not the defendant in this case," remarked his Honour Mr. A. G. Wise, Puisne Judge, in the Summary Court this morning, when the solicitor for the defendant in a case of *Jan A. Sham versus A. Ogilvie*, handed his Honour a doctor's certificate of the wife's illness, "so what on earth do we want with this certificate?" "She is not the defendant, it is true, my Lord, but she is a very material witness, and as she cannot appear we ask for an adjournment." "Allowed for one week."

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batta, "The Queen's Own" (Royal West Kent Reg.), will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 18th inst.

"TAKE this scrap of paper," said his Honour the Puisne Judge, in the Original Jurisdiction Court this morning, "and return it to one Charles Forsyth. What the illness of his wife has to do with me I don't know, and in any case, if he is prevented from appearing when his case is called, this scrap of pencil written paper is not the way to announce or certify the fact. It is not even written in ink, or on proper note-paper, and I cannot accept such an intimation. I want a doctor's certificate, tell him," said his Honour, addressing the Clerk of the Court.

B. W. DIRRELL, of No. 325, Des Voeux Road West, landed into the grip of the law last night and finds it rather hard to obtain release now. Dirrell, who was formerly a pall-bearer, was keeping company with a certain girl in Hongkong, but she transferred her residence—and probably her love—to Yau-ma-tei, recently. Dirrell paid a visit to her last night and next morning he found that she had remained at the Yau-ma-tei Station, but he bargained for, latter place—longer than she coming she sang out to Dirrell that she had friends and could not see him. Dirrell made for the key-hole and finding that her "friends" were imaginary ones he raised a row and did \$2.50 worth of damage to the house. He was given in charge. This morning, at the Police Court, accused thought he was badly treated when he was fined \$10 and bound over in the sum of \$100 to keep the peace.

## HONGKONG MEAT SCANDAL.

## DISEASED PIGS AT THE ABATTOIR.

Cattle inspector J. T. Cotton, of the Kennedy Town Cattle Depot, charged two coolies before Mr. H. H. J. Compere, at the Police Court, this morning, with removing a dead pig into the slaughter house for the purpose of dressing it for human food. Inspector Cotton said he was in charge of the Kennedy Town Cattle Depot. At a quarter past four yesterday afternoon he saw the two defendants attempting to smuggle the carcass of a dead pig into the slaughter-house. He stopped the men and on examining the animal he found that it had been dead for about two or three hours. Death was due to heat apoplexy. The flesh was feverish and high in colour. Continuing, the inspector said that this has been the continual practice of coolies, but they were seldom caught as men were employed simply for that purpose, although it cannot be proved. The custom in vogue at the depot is that pigs to be killed must be confined in the swine depot for forty-eight hours so that they can be thoroughly examined before being slaughtered. As often occurs, pigs die in the swine depot before they can be examined, and the coolies make attempts to smuggle their carcasses into the slaughter-house and have the animal dressed and served, instead of suffering the loss, which they would have to do under ordinary circumstances. The defendants said that when they got the pig out of the swine depot it was alive and well. When the inspector stopped them it died. His Worship imposed a fine of \$5 each.

## CRIMINAL SESSIONS.

The August Criminal Sessions will be held at the Supreme Court to-morrow, Saturday, his Honour Sir Francis Piggott, Chief Justice, presiding. The following are the only cases to go before the jury:

1. Rabheem Bux, charged with bribery.

2. Pang Kang, charged with robbery.

## CLAIM FOR WORK DONE.

## MUCH-SURPRISED DEFENDANT.

In Summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, the Hung Sing Kung See firm sued Lau Tak Yuen for recovery of the sum of \$361, being balance of an account for work done by plaintiff for defendant, and for materials supplied. Defendant denied the debt, but the plaintiff produced his books and proved it. Defendant, then said he had paid the amount.

His Honour: Have you a receipt?

Defendant: Yes, I have a receipt for the whole amount.

His Honour: Where is it?

Defendant: I wrote it in my book!

His Honour: Oh, you wrote it—but did plaintiff sign it?

Defendant: No, my Lord! (Laughter.)

His Honour: Then that is no receipt and the entry proves nothing.

Defendant: But I would not write it if I did not pay it.

His Honour: And you would not pay it without getting a red receipt, signed by the person to whom you made the payment. You have admitted that you did owe the money, and you have nothing to show that you paid it, while the plaintiff swears he never received it, and never gave a receipt for it, and the money was still due and owing.

Judgment with costs for plaintiff.

Mr. Howell, head bailiff, then asked that immediate execution be granted as the only chance of getting any money. Four years ago he was summoned to the Court, but he neither appeared in person nor by representation, and judgment was given against him with costs. That judgment remained unsatisfied, and immediate execution was necessary, so as to secure satisfaction in the cases against him, of which there were three in all.

Immediate execution of the judgment was ordered.

## REICHSTAG TOURIST.

## THE PROGRAMME FOR THE ORIENT.

We learn, remarks the *Canton Daily News*, that Mr. Ermin Haupt, the chief of Messrs. Melchers and Co., in Hongkong, the agents of the N. D. L., has received a letter from his partner, Mr. Korff, who arrived lately in Hamburg from the Far East saying that there is a possibility that the members of the German Reichstag who are on a visit to the Far East and are expected at the end of this month by the German mail steamer *Prinz Ludwig* as we have already reported will change their programme for the visit, which was arranged in a somewhat unfortunate manner, leaving out a visit to the northern places, and instead of spending a fortnight at Tientsin, will travel by rail from Hankow to Peking returning to Tientsin via Tientsin and Chefoo. The programme has not yet been settled, however, as Mr. Delius, the commercial attaché of the German Consulate-General in Shanghai, who has been detailed to accompany the party officially throughout their tour, must receive special instructions by the last German mail before their arrival with regard to the definite arrangements of the journey. The party now consists of five members only, two having been kept back by unforeseen circumstances at the last moment. They are accompanied, however, by two ladies, wives of the members of the party.

An Indian clerk, in the employ of the Hongkong Hotel, by name A. R. Soonderam, gave a ricksha coolie in charge at No. 2 Police Station, at 1.15 o'clock this morning, for demanding more than his legal fare. The police at the station heard the charge and entered the man on the charge-sheet and accompanied him with the best cell they had. When the case was called before Mr. Hazeland, at the Police Court, this morning, there were no signs of Soonderam, and Inspector Gourlay applied for a remand until to-morrow, which was granted.

## TELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

## SHIPPING COMBINE.

## TRADE ON THE YANGTSE.

## JAPANESE FIRMS IN CO-OPERATION.

[From Our Own Correspondent.]

Shanghai, 17th August, 12.55 p.m.

Negotiations have been concluded between the Nippon Yusen Kaisha, the Osaka Shosen Kaisha and the Daini Nippon Kaisha with regard to the Yangtse trade.

It has been decided that the three lines in question shall combine to carry on the trade in Japanese bottoms on common account.

## MARINE COURT.

## FAILING TO REPORT PASSENGER'S DEATH.

Before Hon. Captain L. A. W. Barney-Lawrence, R.N., Marine Magistrate, this morning, A. P. Gutierrez, first clerk at the Mercantile Marine Office, proceeded against Henry Clifton, master of the British steamer *Charterhouse*, for failing to comply with article 7 of section 251 of the Merchant Shipping Act of 1894, in not recording in the log-book of the said vessel the fact of the death of a Chinese passenger on the 30th May last, while on a voyage from Singapore to Hongkong.

Defendant pleaded guilty. Mr. Gutierrez said he had been informed that no entry had been made in the official log-book of the s.s. *Charterhouse* of the death of a Chinese passenger on board between Singapore and Hongkong, which took place on the 30th May last, which is an offence under section 254 of the Mercantile Shipping Act.

Henry Clifton, master of the s.s. *Charterhouse*, said he forgot to make the entry at the time the death occurred. The ship was one day from Hongkong, and they were experiencing rough weather, which necessitated his remaining on the bridge during the time the burial took place. He did not make any report later as he thought there might be trouble over it.

The official log-book was produced and found to contain no entry of the death in question.

Witness, continuing, said the doctor on board was an Indian named W. Boyle; he left the ship at Singapore, on returning from the voyage. He was unknown to witness previous to the voyage in question.

His Worship said: The omission to record in the official log-book the death of any person on board your vessel, as well as the particulars relating thereto, is a serious one. In this case the death of a Chinaman took place on 30th May during a voyage from Singapore to Hongkong, and it is only now, due to a report which investigation proves to be correct, that I am able to learn something of the facts of the case. A consequence of this is that no proper inquiry into the circumstances can be made here, as the doctor, who at the time was borne on the ship's articles, and who also according to law should have signed the entry in the log-book, is no longer in the ship. It must be apparent to you that if the provisions of the Merchant Shipping Act are not complied with in this respect the ends of justice may very easily be defeated. As I learn that the doctor, whose evidence is all-important in reading at Singapore I am communicating with the Master Attendant at that port with a view to his holding an inquiry, on the return of your vessel there, into the cause of the death. For non-compliance with the provisions of section 254 of the Merchant Shipping Act I fine you \$50.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 17th at 11.35 a.m. The barometer has fallen considerably over E. Japan, and slightly over S. China and E. Formosa. The depression is lying over E. Manchuria and the N. part of the Sea of Japan. The highest pressure is over the China Sea. It is in defect 0.2 inch and upwards over the Gulf of Pechili and N.E. Japan, in excess by about 0.1 inch over the S. Coast of China and Formosa, and slightly above the normal over the Philippines.

Gradients continue slight over the China Sea, and light S.W. and variable winds are indicated over the Northern part.

## FORECAST.

1.—Hongkong and neighbourhood, S.W. winds; light to moderate; fine.  
2.—Formosa Channel, S.W. winds, moderate.  
3.—South coast of China between Hongkong and Lamook, same as No. 1.  
4.—South coast of China between Hongkong and Hainan, same as No. 1.

## SHIPPING AND MAILS.

## MAILS DUE.

French (*Polynesien*) 20th inst.  
German (*Prins Waldemar*) 27th inst.  
Australian (*Changsha*) 1st prox.

The Barber Line s.s. *Satsuma* arrived at New York on 15th inst.  
The Imperial German Mail s.s. *Willkadd* left Kuchino on 13th ult., arrived at Genoa on 16th inst., at 6 a.m.  
The Imperial German Mail s.s. *Seydlitz*, which left here on 13th ult., arrived at Genoa on 16th inst., at 6 a.m.  
The C. P. R. Co's s.s. *Rimpruss* of Japan left Vancouver p.m. on 13th inst., for Hongkong via the usual Port of Call.



## TELEGRAMS.

[Reuters.]

## King and Kaiser.

London, 15th August.

The papers are making the meeting of the King and the Kaiser an occasion for a review of the European political situation especially in the near East where the legitimacy of Germany's influence and ambitions are admitted. They, however, deny that she has any *locus standi* in Egypt as claimed by recent articles in the German press.

Later.

The Kaiser met King Edward at Cronberg. From thence their Majesties motored to Friedrichsloh, and after luncheon drove to the statue of the Emperor Frederick, receiving ovations everywhere.

Sir Charles Harding accompanied the King and Foreign Minister Tschirschky to the Kaiser.

## Russian Railway Frauds.

An official inquiry at Tomsk has disclosed the disappearance of 1,500 waggons of the Siberian railway, and frauds to the extent of £700,000 sterling, at one station alone.

## RAUB CRUISING.

Messrs E. J. Radcliffe & Co. inform us that they are in receipt of telegraphic advices from Singapore informing them that the crushing of the Roub Australian Gold Mining Co., Ltd., for the past four weeks is 99999, smelted gold from 5687 tons of stone.

## FORECLOSURE OF MORTGAGE.

JUDGMENT FOR COSTS.

His Honour Sir Francis Piggott, Chief Justice, yesterday in giving an Original Jurisdiction, gave judgment in the case of the Land Investment Co., Ltd., versus seven mortgagors, the fact of which case was reported in our issue of August 14th. His Honour said:—In this case an important question arises, which he had taken time to consider. In connection with the duties in a foreclosure action of the assignee of the equity of redemption, under circumstances which differentiate this case from any hitherto decided. Judgment had been entered against the defendants as mortgagors, and judgment had also been given against the defendants' assignees of the equity of redemption, and the question was what was the proper order to make with regard to the costs of the proceedings. He reviewed the facts of the case, and said that he claimed no interest in the property and were willing to do what was necessary to perfect the plaintiff's title, but owing to some of the assignees being in different parts of China neither an assignment nor a cognovit could be signed by all the parties. It was, however, understood all through that they were willing to consent to judgment provided they were not called upon to pay costs. But the plaintiffs insisted on proceeding to trial of the action for foreclosure, and the question in all these cases was whether the defendants had done all that was necessary, or all that was possible, to let the plaintiffs know that they claimed no interest, and so render subsequent proceedings against them unnecessary. It follows from this that if, through his own default, or neglect, he has not done this such defendant will not be entitled to either form of relief in this matter of costs, and his attitude may have been such as to justify an order being made against him. He did not find any case which laid down that the filing of a disclaimer was necessary; on the contrary, the consent of authority seemed to be in favour of a proper offer being sufficient. He was of opinion that the defendants, for whom a *Slane* appeared, or more strictly, the solicitor on their behalf, did all that it was possible for him to do. Unfortunately for them, as his Honour had said, the assignment which had been agreed to could not be executed, and therefore they did not do all that was necessary. The question, therefore, which he had to determine was whether the whole costs of the action being given against them. It certainly could not be given against *Chun Cheung* alone. As he understood the case, the right of the defendants would be, having done all that was necessary, to be dismissed with costs against the plaintiffs from the time they gave the necessary information to him, that is to say, they are parties to the suit in the first instance, then comes a time when they are no longer proper parties, and the fault is the plaintiffs' if they are kept on record. But if for any reason, though they still do all they can, then their right is diminished to this extent, that they are dismissed without costs. The question obviously depended on whether it was necessary for the plaintiffs to continue the action as defendants. But in order that this right may vanish altogether, and they themselves be mulcted in costs they must have so acted as to have rendered themselves unworthy of relief; for the action must have been brought and continued to judgment against the mortgagors and there must be some reason why the assignees of the equity of redemption should bear the burden of the whole costs of the action, even though they are inevitable parties to it. In this case the assignment could not be executed, and therefore they were not necessary kept as defendants, in order that the judgment should include them, as there was no other way of perfecting the plaintiffs' title. But they made no adverse claim, and did not deliberately obstruct; their misfortune had been that under the circumstances it was necessary to keep them on the records as defendants till judgment. They, therefore, could not be dismissed in either of the forms mentioned, i.e. with their costs paid by plaintiff, or without costs. The proper order under the circumstances, therefore, is that judgment should be entered against the six defendants, but that they pay their own costs, and to the plaintiffs such costs only as were incurred by their being made defendants. The plaintiffs' attitude in practically forcing the defendants into Court to contest the question of costs was wrong, as their offer made by the defendants certainly afforded a reasonable basis of settlement. The plaintiffs therefore must pay the costs of the defendants' appearance at the trial. As to the plaintiffs' attitude on this point His Honour said that he greatly sympathized with it. It was obviously based on what is the common, almost the inevitable, course adopted in this Colony, of endeavouring to get judgment and costs paid by defendants, who are within the Colony, owing to the uncertain state of the practice of enforcing judgments of this Court in China. It was deplorable that there should be any uncertainty about such a matter, but his Honour could not alter the principle in any given case on that account.

## THE OPIUM SCANDALS.

MEMORIAL TO THE GOVERNOR.

MR. CHURCHILL'S REMARKABLE IGNORANCE.

The Bishop of Victoria writes us as follows:—Owing in part to the remarkable ignorance displayed by Mr. Winston Churchill with regard to the scandals attendant on the system of Opium Farming; and also in part to the actual scandal which has recently occurred in the Colony in that connection, your columns, and those of your contemporaries, have of late contained not infrequent notices of the present condition of the Opium Trade. It may therefore interest your readers to know that the following petition, signed by the ministers and senior missionaries of the British Churches and Missions in Hongkong, was recently sent in to the Governor.

H.E. The Governor has kindly promised to give the matter his careful consideration.—I am, etc., J. C. VICTORIA.

St. Paul's College, 17th August, 1906.

SIR,—At a time when the House of Commons has just passed a resolution "That this House reaffirms its conviction that the Indo-Chinese Opium trade is morally indefensible and requests His Majesty's Government to take such steps as may be necessary for bringing it to a speedy close," it seems to us that it will not be inopportune to present a humble address to Your Excellency, and the Government of this Colony, with felicitate to the system on which the traffic in Opium is conducted in Hongkong.

But before we do this we would venture to call your Excellency's attention to the striking consensus of opinion which appears to prevail now in various parts of the world with regard to the use of opium. In China more than one of the high officials of the Empire have declared against its use, and have issued orders about to issue, regulations to check it within their own jurisdictions; and the Viceroy of Nankin has undertaken to present to the Imperial Government a petition against the trade in Opium, which is now in course of signature by the missionaries at work in China.

The Government of Japan absolutely prohibits its use by its own people, and has passed stringent laws to eradicate its use from amongst the Chinese resident within its dominions. The Government of the Philippines, after an exhaustive inquiry into the subject conducted by a Commission specially appointed for the purpose, has decided to adopt measures with regard to the use of Opium in the Philippines almost identical with those of Japan.

To pass on to our own Colonies in Australia the Commonwealth Government, acting on the initiative taken by the Chinese Community, has issued a proclamation, prohibiting the importation of opium into Australia, except for medical use, from the 1st of January, 1906. The Transvaal has passed a yet more stringent measure of prohibition. In short, on all sides there is evidence of a sincere desire to prohibit or to limit, so far as possible, the traffic in, and use of, opium.

Your petitioners are earnestly desirous that the relationship of the Hongkong Government to the traffic should be amended. For, in our opinion, the present system of Farming, which is in operation in this Colony, tends directly to encourage the use of opium and for this encouragement the Government is responsible. The Government is interested in getting as much revenue as possible, and by calling for tender stimulates competition on the part of those who bid for the right of farming to increase their bids for that right as much as possible. The Opium Farmer must get his money back, and therefore he uses every means in his power to encourage the use of opium. He uses his business to the utmost extent. The Philippine Commissioners, in summing up the conclusions which it had formed, strongly condemn the system of Farming for the following reasons:—

(a) The farmer endeavours to increase his profits by extending his business, and so the use of opium is increased.  
(b) Extensive smuggling also exists under this system as found in these countries visited by the Committee.  
(c) The matter of raising a revenue by such a system exposes the Government to misapprehension and detraction.  
(d) It is hardly moral to delegate to an individual, not a representative of the people, such authority in the way of supervising, detecting, and policing as the farmer usually exercises. To exercise such authority is a function of the Government only. (Report of Philippine Commission p. 45.)

Again, in discussing the conditions of the traffic in Java, where farming had been tried and abandoned, as was also the case in Saigon, the Committee writes:—  
"The old system of farming out the sale of opium, in fact, not only was counteracted in practice, as far as the gradual reduction of the consumption of that drug was concerned, but it was also a source of corruption and bribery of Government employees on the part of the Chinese farmers, who were tempted to extend the sale of the drug to persons who were unauthorized to buy it. It was also the cause of frequent disturbances, in cases where it was employed by unprincipled persons as a means of revenge. These persons would surreptitiously place Opium in the houses of private persons, and then maliciously and falsely accuse them of possessing Opium clandestinely. The principal reason for the abandonment of this system was that the former, in order to push his business, exhausted all available means to extend the sale of his merchandise." (Ibid p. 38.)

The experience in Hongkong has not been very dissimilar to that in Java.  
Your petitioners are not prepared to make a recommendation to the Government with regard to what alternative system of dealing with the use of Opium, whether by High Tariff, or High License, or Prohibition, or Government

Monopoly, (which last is recommended by the Philippine Commission), it would be best to adopt in Hongkong. To do so would be beyond our province. What we do most earnestly desire is this: that our Government should be clean handed in this matter, and should use its great influence and authority to check, rather than to encourage the use of this injurious drug. With this end in view we would conclude with two definite petitions to your Excellency:—

(1) That your Excellency will cause careful inquiry to be made, by Commission or otherwise, as to what may be the best method by which the Government may check and, if possible, in time entirely abolish the use of opium, except for medicinal purposes, in this Colony.

(2) That Your Excellency will give instructions to the pupils in the public schools of this Colony shall be taught the evil and debasing results of the opium habit; and that the primers of hygiene, used as text-books in the said schools, shall include the necessary information on this matter.

With regard to this matter of education, we would beg leave to add a quotation from the evidence of a Japanese Pastor, resident in Formosa, which is supported by the evidence of many others.

"There is no one factor that more strongly influences the young generation against the opium vice than the instruction given them in the public schools regarding the poisonous and pernicious effects produced by the drug. The Chinese youth are slowly learning the Japanese language, and with it are acquiring Japanese ideas and ideals, among which the idea most deeply inculcated is the perniciousness and disgrace of the opium vice for which they are taught to have an abhorrence." (Ibid p. 63.)

At the same time, however, we would point out, and we doubt not that your Excellency will agree with us, that so long as the Government encourages rather than checks the opium vice, instruction in the schools will be of little avail. Therefore your petitioners would humbly request, etc., We have the honour to be, Sir,

Your Excellency's most obedient servants, J. C. VICTORIA.

THOMAS W. PEARCE, Senior Missionary in Hongkong of the L. M. S.  
W. BANISTER, Archdeacon of Hongkong, Secretary Church Missionary Society.  
C. R. BONE, Chairman of the District, and General Superintendent of Wesleyan Missionary Society.

J. H. FRANCE, Seamen's Chaplain.  
E. J. BARNETT, Warden, St. Stephen's College.

A. J. STEVENS, Chaplain, St. Andrew's Kowloon, and pro tem. in charge St. John's Cathedral.

C. H. HICKLING, Minister of Union Church.  
GEORGE A. BUNNURY, Principal of St. Paul's College.

His Excellency Sir Matthew Nathan, K.C.M.G., Governor.

## SENSATIONAL MURDERS AT DEEP BAY.

OCCUPANTS OF FISHING JUNK KILLED.

ALLEGED MURDERERS AT MACAO.

A highly sensational murder is alleged to have been committed by a mutinous crew of a fishing junk, in the waters of the Colony, on the night of the 2nd inst., when the master of the junk, his wife and their son were done to death.

The junk on which the tragedy occurred is a deep sea fishing boat and carries a crew of ten persons, which comprised the master and owner of the junk, his wife, his son, daughter and nephew, and a crew of five men. It is reported that some time back one of the members of the crew suggested to the owner of the junk that he would like to make his daughter his wife. The master objected to the alliance and there the matter was supposed to have ended. The master forgot about the matter afterwards and there was nothing to show that the rejected suitor had any ill-feeling. That there was an ill-feeling, nevertheless, is alleged, and that the alleged lover incited the remainder of the crew to fall in with his plans is also suggested, for at nine o'clock on the night of the 2nd August the crew broke out in mutiny. Fortunately there were no arms on board, or if there were any, the mutineers had no means of securing them. The crew, it is alleged, swooped down on the master and his family, who were asleep, and the murders began. The hands and feet of the captain of the junk were bound and he was pitched into the sea. He sank immediately. His wife and son were treated in a similar manner and they disappeared in the deep. They then turned their attention to the nephew of the captain, who was awakened by the noise; and soon he was flung into the sea. The mutineers then set sail, taking with them the sixteen-year-old daughter of the master. Happily the nephew of the murdered captain was a strong swimmer, and had not been for him the police and the public would have been ignorant of the outrage. He managed to remove the bindings on his wrist and kept afloat for fully six hours. He drifted in the way of a passing junk journeying to Hongkong and arriving here on the 6th instant, made his way to the Water Police Station and related the whole affair.

Inspector Langley and Sergeant Wilden took the matter in hand, and it was not until Wednesday that they had obtained a clue as to the whereabouts of the crew. On Thursday afternoon Sergeant Wilden left the Colony, where he was bound for could not be ascertained, but that he was after the alleged murderers was not denied. This morning, the following telegram arrived in the Colony for the police:—"Macao, Assistance wanted. Warrants, Wilden."

Inspector Langley was very busy this morning obtaining the necessary papers from the Magistrate, and he left to-day for Macao. The alleged murderers, who we believe have not yet been arrested, but are being followed, will be captured when the warrants are to hand and brought back to Hongkong for trial.

## MALAY STRIKE IN HONGKONG.

YEARNS FOR NATIVE CURRIES.

Because they were minus a cook, and had to do double work on board, on account of the shortage of men, forty Malay seamen—twenty deck hands and a like number of firemen—the crew of the steamer *Virginia*—declared that until they got what they wanted from the captain not a stroke of work would be done by them. It was not solely because of the absence of their favourite cook, who thought it wise to desert in New York, that they were not served with Malay dainties at table, but it was the opinion of those on board that there was some other grievance behind that. They thought that the crew knew that they could obtain better jobs in Hongkong and higher salaries, and they wanted to be paid off.

Captain John M. Crocker did all he possibly could to effect a reconciliation with the men, but he failed, and then he turned them over to Inspector Langley, of the Water Police. The men appeared before Mr. H. H. J. Gompertz, at the Police Court, this morning, when the grievance of the twenty deck hands was heard.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defendants.

His Worship wanted to know, when the men were placed before him, why they were not taken before the Harbour Master, but Inspector Langley stated that since his Worship had decided on the 8th instant, to hear the case of the firm he thought that as the deck hands were from the same vessel it was the proper thing to bring them to the Police Court also.

The charge against the men was disobeying the orders of the captain, and Mr. Grist submitted that the men might have been justified in disobeying the captain's orders. It might also have been under extenuating circumstances, such as a ship registered to carry a crew of twenty men, while there are only fourteen on board.

But the captain says that men deserted at New York," explained the Court.

"Yes," replied Mr. Grist, "I heard of that but the ship has touched at different ports since she left New York. They were lately at Penang and Pulo Way and surely they could have obtained more men at the latter port."

On consulting the captain, his Worship said that no Malay seamen could be obtained at Pulo Way.

Mr. Grist added that it was very unreasonable to have men working short-handed for eight months.

"If the men have a grievance let them see the Shipping Master, it has nothing to do with me. It is a case for the Harbour Master," said Mr. Gompertz.

It was then said that the men had already interviewed the Shipping Master, and that he had held there was no grievance and sent them back to the ship.

The captain said that he would undertake to get men to fill the places of the deserters.

Mr. Grist: I quite understand the difficulty the captain has in engaging new men, but if he found that he was short-handed the proper thing for him to do would have been to discharge the Malay crew and engage a fresh crew of other nationalities. The men were, justified in not working.

(To the captain): Have you got men to take the deserters' places?

Captain: I have made arrangement with the Shipping Master about that.

His Worship: When can you get the other men?—If the defendants return to duty I will get them at once.

Mr. Grist added that without a cook, and the men doing double work, there was no doubt that they were not anxious for the job, besides there was no security to show that they were not going to continue doing the same for two years.

The question of a postponement was talked of so that Mr. Grist could see the captain and come to some arrangement about putting the men aboard. Mr. Grist contended that under the circumstances the men should be released on bail, but the Court was doubtful about the matter. Mr. Gompertz held that the wages current in the Colony were higher than what defendants were receiving and he thought that might lead them to desert, but the captain knew better. He said that to each man was due the sum of between £14 and £15, and should they desert that money would be forfeited. He thought that would have a hold over the men and had no objection to bail. He would be glad to get the men back for at present he was engaging Chinamen and they had to be paid. The case was then remanded until the 24th inst., bail \$5, and Mr. Grist and the captain was to make arrangement about getting the men on board.

The case of the twenty firemen was then heard. One man who was deputed spokesman said that the reason they refused duty was because they could not get proper food on board. The cook deserted six months ago and they wanted to go too. Again, Mr. Gompertz tried to get the men to return to the ship, but they refused, saying that they preferred to have the captain pay Chinese—as the captain was doing now—out of the wages due them than return on board.

The case was adjourned for one week. Bail \$5 each.

## THE LAUNCH-WHISTLE NOISANCE.

COXSWAINS FINED.

At the Marine Court, this morning, Hon. Captain Barnes-Lawrence, R.N., Marine Magistrate, presiding, the masters of the steam launches *Heung On*, *Sun Kwong On*, and *Li Sing*, were charged at the instance of Mr. E. Jones, Assistant Harbour Master, with unlawfully using the steam whistles of the said launches on the 16th inst. in Victoria Harbour. The first man gave two short blasts on his whistle, and then wrongly altered his course to starboard instead of port, as indicated by his whistle. He said he only blew his whistle to indicate that he was going alongside the wharf. The second man was charged with blowing his whistle needlessly twice over, although there were no vessels in his immediate neighbourhood for him to signal to, except a few sampans at anchor, the whistles being blown without any rhyme or reason. He said he was going to the *Italian* and he signalled to let those on board know which side he would go. The third man was charged with blowing long blasts while coming in to the wharf opposite Wing Wo Street. There was no reason for these signals.

His Worship said there was too much of this unlawful using of the whistles by the coxswains of launches in the harbour, and it had got to stop. In fining the three men \$5 each, with alternatives of seven days' imprisonment, his Worship intimated that he would deal very severely with all offenders in this direction brought before him in future.

## THE YUE-TAN RAILWAY.

AN ORDERLY MEETING OF SHAREHOLDERS.

[From Our Own Correspondent.]

Canton, 16th August.  
A number of shareholders of the Yue-Han Railway Company held a meeting on the 15th inst., at the Sze-yup Club, for the purpose of electing the best means of electing the committee of the Company. The meeting was quite orderly and regular.

Now that the initial operations in connection with the construction of the Yue-Han Railway are well on the way it has been found necessary to purchase ground from the landowners along the proposed route. All the necessary arrangements have been left in the hands of the assistant manager, Mr. Chau Lun Chut.

PROPOSED BANK FOR SUNNING.  
Mr. Ng Kwan Seung, of Sunning, has decided to establish a commercial banking institution at Sunning for the purpose of helping commerce. He has been successful in raising the required capital—\$500,000—and will make all necessary arrangements for the opening of the bank.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Fires \$320, China Fires \$91, H.K. C. and M. Steamboats \$261, ex div., Indo-Chinas \$73, China and Manila \$21, Haubs \$7, Shanghai Docks \$15, 97, Hongkong Wharfs \$15, 240, Hongkong Hotels \$120, Cottons \$144, China Borneo \$12, China Providents \$9, 10, Dairy Farms \$17, 1 rammys \$235, Ices \$250, China Lights \$101, Langkats \$140.  
Sellers:—Canton Insurances \$330, Shell Transports 27/6, China Sugars \$147, Hongkong Docks \$152, Hongkong Lands \$100, West Points \$50, Cements \$22, Electric \$15, Ropes \$19.  
Sales:—Hongkong Banks \$850, Hotels \$120, Watsons \$13.  
Nominal:—National Banks \$47, Unions \$100, Douglases \$17, Kowloon Wharfs \$100, Humphreys Estates \$111, Townells \$104.

## TO-DAY'S EXCHANGE.

Settling.  
Bank of China T.T. 2/11  
Do demand 1/9 1/8  
Do 4 months' sight 2/1 13/16  
France—Bank T.T. 2/6 1/2  
America—Bank T.T. 5/11  
Germany—Bank T.T. 2/17  
India T.T. 1/5 1/8  
Do demand 1/50  
Shanghai—Bank T.T. 7/24  
Singapore T.T. 91 1/2 prem  
Japan—Bank T.T. 1/4  
Java—Bank T.T. 1/28

Buying.  
Months' sight L/C 2/1 15/16  
Months' sight L/C 2/1 1/16  
3 months' sight San Francisco & New York 5/4  
3 months' sight do 5/3  
3 months' sight Sydney & Melbourne 2/2 3/16  
4 months' sight France 7/2  
3 months' sight 7/23  
4 months' sight Germany 2/22  
3 months' sight 2/20  
Bank of England rate 3/1  
Sovereign 9/38

## To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, AUGUST 18TH, 1906.

DINNER.

HORS D'OEUVRES.

Caviar, in Eggs.

SOUP.

Mock Turtle.

FISH.

Fish Cutlets and Piquante Sauce.

ENTREES.

Fricassee of Rabbit and Mushrooms.

Mongals Patties.

CURRY.

Calcutta.

JOINTS, &amp;c.

Roast Australian Lamb and Mint Sauce.

Roast Capon and Brand Sauce.

Boiled Corned Beef and Carrots.

Cold Bontes Ox Tongue and Mixed Salad.

SWEETS.

Macaroni Pudding.

Maraschino Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee. Fruits. [84]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or about the 20th of September.

For Freight and Passage, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 17th August, 1906. [845]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA"

Captain Porzelius, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd August, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Agents, Hongkong Office.

Hongkong, 16th August, 1906. [843]

## Intimations.

THE

ROBINSON PIANO

CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS PIANOS, ORGANS

AND

Every Description

OF

MUSICAL INSTRUMENTS.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906. [38]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE

POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE &amp; CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906. [44]



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.		Due
FROM	STEAMERS	
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"MAGAMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMeward.		To sail
FOR	STEAMERS	
LIVERPOOL DIRECT	"TYDEUS"	20th August.
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMEDES"	11th September.
GENOA, MARSEILLES & LIVERPOOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & LIVERPOOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONNECTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.		To sail
FOR	STEAMERS	
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"BELLEROPHON"	1st September.
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.		Due
FROM	STEAMERS	
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

BUTTERFIELD & SWIRE,  
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR		To sail
STEAMERS		
SHANGHAI	"YCHOOW"	21st August.
CHEFOO and NEWCHWANG	"LIANGCHOW"	21st "
CEBU and ILOILO	"SUNGKIANG"	22nd "
TAMSUI	"TIENSIN"	23rd "
TIENSIN	"KWEICHOW"	25th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily  
qualified Surgeon is carried.  
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon and ships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 18th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 25th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 11th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VŒUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1906.

TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE  
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th October.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstands, electric fan, etc., large elegantly furnished saloons,  
smoking room, etc.  
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washermen.

The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	NAGASAKI AND VLADIVOSTOCK	End of August.
† LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
† KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

\* Taking Cargo at through rates to Tientsin and Chemulpo.

For Freight and Passage, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.  
For steamers of the Coast Service marked † to  
SIEMSEN & CO.  
Hongkong, 17th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	SUNDAY, 19th August, Daylight.
TIENSIN	"CHIPSING"	MONDAY, 20th August, 4 P.M.
† SINGAPORE, SAMARANG & SOERABAYA	"CHUNSANG"	TUESDAY, 21st August, 3 P.M.
† SINGAPORE, PENANG & CALCUTTA	"LAISANG"	WEDNESDAY, 22nd August, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 17th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR  
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.
"ARABIA"	4,483	Metzner	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Agent.

Hongkong, 22nd August, 1906.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)  
THE STEAMSHIP

"EASTERN"  
Captain Powell, will be despatched as above,  
on SATURDAY, the 1st September, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in state-rooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 22nd August, 1906.

Hongkong, 22nd August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.  
(With Liberty to call at the Malabar Coast).  
THE STEAMSHIP

"FOXLEY"  
Captain Butcher, will be despatched for the  
above Ports, on or about the 4th September.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 8th August, 1906.

Hongkong, 8th August, 1906.

ORIENTAL PACIFIC LINE.  
FOR MOJI, KOBE, YOKOHAMA AND  
SAN FRANCISCO.  
THE STEAMSHIP

"TONAWANDA"  
will be despatched for the above Ports, on or  
about the 27th instant.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th August, 1906.

Hongkong, 17th August, 1906.

Shipping—Steamer.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.  
THE Company's Steamship  
"POLYNESIEN,"  
Captain Broc, will be despatched as above, on  
or about MONDAY, the 20th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 13th August, 1906.

Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship  
"LAISANG,"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 9 A.M., the 18th instant, will be  
landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 16th August, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON  
AND STRAITS.

THE Steamship  
"RADNORSHIRE,"  
Captain J. M. Haffner, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
at Kowloon, and stored at Consignees' risk and  
expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 20th instant will be subject  
to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 20th instant, at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 14th August, 1906.

NORDEUTSCHER LLOYD, BREMEN.  
THE EAST ASIATIC CO., LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship  
"SACHSEN,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the haz-  
ardous and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence delivery  
may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 21st instant, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 21st instant, at  
9.30 A.M.

All Claims must reach us before the 27th  
instant, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

NORDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.  
Hongkong, 14th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"BANCA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
the Goods are landed.

This vessel brings on Cargo:—  
From Marseilles, ex S.S. Himalaya,  
From Calcutta,  
From Persian Gulf, ex B.I.S.N. and B. &  
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 11th August, 1906.

Hongkong, 11th August, 1906.

Announcements.

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).  
STUFFED OLIVES.  
SARDINES (Boneless).  
Do. AU CITRON.  
FISH PASTE FOR SANDWICH.  
PURE DE FOIE GRAS Do.  
AND  
Other Pic-nic size tins of PRESERVES.  
FRENCH BISCUITS.  
HUNTLEY & PALMER'S BISCUITS and  
CAKES.  
CROSSE and BLACKWELL'S SAUSAGES,  
STREAKY BACON, BATH CHOPS, &c.  
ALSO  
GERMAN SAUSAGES, ASPARAGUS, and other  
VEGETABLES.  
Hongkong, 21st July, 1906.

F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

SOLE AGENTS for  
ARGUSON'S SPECIAL CRE-M  
and  
SPECIAL-HOPE-SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS STORES and REQUISITES  
ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 7th March, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
司公隆國李

CABINET-MAKERS and ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE  
at  
No. 35, DES VŒUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong Club,  
Hongkong Hotel, Telegraph Co., Messrs. A.  
S. Watson & Co., Ltd., Firms and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annexes to  
our Dispensary and gave us every satis-  
faction."  
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and  
"HARGES" most moderate.  
AN INSPECTION INVITED.  
Hongkong, 1st March, 1906.

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-  
TURERS and DEALERS in Ladies'  
and Children's Underwear, Silk, Pongee, Grass-  
cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gen-  
tlemen's Shirts made to order.  
TRIAL ORDER SOLICITED.  
Hongkong, 1st February, 1906.

GOLD PRODUCTION IN 1905.

The total value of the gold raised in the  
world last year was £77,358,466, as compared  
with £71,105,827 in 1904. £67,021,850 in 1903,  
£61,328,310 in 1902, £54,774,769 in 1901,  
£53,883,164 in 1900, £64,612,663 in 1899,  
£59,638,651 in 1898, £48,780,511 in 1897 and  
£41,713,715 in 1896. It will be observed that  
the outbreak of the war in South Africa in the  
autumn of 1899 reduced the yearly totals, but  
that, upon the conclusion of peace in May,  
1902, they again resumed their onward course.  
It will also be observed that the total value of  
the gold raised in 1905 nearly doubled the  
corresponding value of 1896. The totals set  
against each year are, of course, somewhat  
approximate; they are, however, based upon  
the actual gold production of Australasia,  
South Africa, the United States, Canada,  
Russia, Mexico, &c.

During the last five years the greatest gold  
production has been effected in Australia, in  
which 20,411,642 ounces were raised. The  
United States came second, with 15,447,250  
ounces; South Africa third, with 15,449,183  
ounces; Russia fourth, with 5,725,539 ounces;  
Canada fifth, with 4,558,717 ounces, and Mexico  
sixth, with 2,664,988 ounces. The gold pro-  
duction of South Africa and Australasia during  
the ten years ending 1905, inclusive, was as  
follows:

Year.	South Africa.	Australasia.
1895	2,102,106	2,185,872
1896	2,818,493	2,500,278
1897	3,004,721	3,235,658
1898	3,665,875	4,105,526
1899	562,309	3,729,051
1900	474,690	3,792,304
1901	1,998,811	3,049,394
1902	3,317,662	4,317,923
1903	4,603,541	4,106,822
1904	5,004,473	4,155,158
1905	10,404,473	10,404,473

It will be observed that although the greatest  
production during the last five years was effected  
in Australasia, South Africa took last year the  
foremost place among the gold producing  
countries of the world.—Engineering.

Hongkong, 11th August, 1906.



Secretary, Sanitary Zone.



